

SCHOOL DISTRICT
OF

Fall Creek

FALL CREEK, WISCONSIN 54742

PATRICK C. SAUNDERS
DISTRICT ADMINISTRATOR
336 E. HOOVER AVE.
(715) 877-2123

SCHOOL DISTRICT OF FALL CREEK

Position Statement on the Placement of US Highway 53 in Relation
to the greater Eau Claire Area.

March 2, 1992

WHEREAS, the Board of Education is interested in the long term
economic development of the properties in and around
the Fall Creek School District and,

WHEREAS, the Board of Education foresees potential residential
development in the western portion of the Fall Creek
School District and,

WHEREAS, the Board of Education supports the State of Wisconsin's
efforts to develop and maintain the most efficient
highway system for public use to the enhancement of
this district, community, region and state,

THEREFORE, be it resolved on March 2, 1992 that the Board of
Education in the School District of Fall Creek has
unanimously acted to support the Outer Bypass
Corridor alternative.

Patrick C. Saunders
District Administrator

March 9, 1992
Date

JAMES R. SUTHERLAND
ELEMENTARY PRINCIPAL
242 E. HOOVER AVE.
(715) 877-3331

JAMES R. SUTHERLAND
MIDDLE SCHOOL PRINCIPAL
142 E. WASHINGTON AVE.
(715) 877-2511

GERALD L. BERSETH
HIGH SCHOOL PRINCIPAL
336 E. HOOVER AVE.
(715) 877-2809

March 4, 1992

Representative David Brandemuehl
Room 413
100 North Hamilton Street
P.O. Box 8952
Madison, Wi. 53708

Representative Brandemuehl

In your role as a member of the State Transportation Projects Commission, we understand that you will shortly begin consideration of the 1992 list of major highway projects for funding recommendation. One of the projects to be included in the list of possible candidates for funding is the West Waukesha Bypass.

The Waukesha Bypass Opposition Committee is a group of residents, elected officials and environmental representatives who are adamantly opposed to the Waukesha Bypass. We believe this project is unnecessary and would not adequately serve the function for which it is intended. It would also be extremely detrimental to the safety of school children, sensitive wetlands and waterways and the survival of the businesses in downtown Waukesha.

Because of our concern over this project we would like to invite you to attend a meeting with our committee on Saturday, March 28 at the Waukesha Town Hall to discuss this issue. The Town Hall address is:

Waukesha Town Hall
W250 S3567 Center Rd.
Waukesha, Wi. 53186

We understand that there will be a public hearing this summer on all of the proposed projects, however we would like to take this opportunity to familiarize you with the issues involved in the project and perhaps point out problems that might not be easily conveyed in a large public forum.

If you can find time in your schedule to attend this most important meeting, please respond by telephone or in writing by March 20th to:

Jim Summers
3108 Dartmoor Ct.
Waukesha, Wi. 53188

Bus. Phone #: 414-678-4331
Res. Phone #: 414-544-9913

Thank you in advance for your response. We look forward to meeting you on March 28th!

Waukesha Bypass Opposition Committee

P.S. the meeting begins at 9 a.m.

1992
major projects
called
3-12-92
be important to
attend
to previous
commitment
I will consider
your concern
at the
major
projects
beginning
later
in
summer



NO ROAD

A GROUP OF CONCERNED CITIZENS WHO
ARE OPPOSED TO THE LAKE ARTERIAL
HIGHWAY PROJECT

Transportation Projects Commission Members
DOT
Madison, WI

June 29, 1992

Re: Opposition to Funding for Lake Arterial
Extension - Southeastern Wisconsin

Dear Transportation Project Commission Member,

There is considerable citizen opposition to the above-referenced project. Attached are the resolutions that have been passed in the local municipalities opposing the Lake Arterial Extension, along with articles that have run in the Racine Journal Times. This information represents the will of the people and our local government reaction.

Please consider the attached information when choosing the projects to be funded in the future. Members of "NO ROAD" will be in attendance at your scheduled public hearings.

Thank you for your consideration in this matter.

Sincerely,

Shawn R. Olley

Members of "NO ROAD"

Enc.

cc: Michael Pitsch
Shawn Olley
Bob McCoy
Jeanine Brokmeier

RESOLUTION NO. 8349-020492

RESOLUTION OPPOSING LAKE ARTERIAL

WHEREAS, the Wisconsin Department of Transportation ("WDOT") and its design consultant, CH2M Hill, are conducting a two (2) year study of the Lake Arterial extension to connect the Lake Arterial from its presently planned terminus point in the vicinity of Layton and Pennsylvania Avenue to Racine County.

WHEREAS, the proposed alternative would remove many acres of land from the tax rolls of the City, would not enhance economic development for the City, is not a cost effective use of taxpayers money and will, in many ways, be harmful to the environment.

NOW, THEREFORE, BE IT RESOLVED that the City of Oak Creek opposes the construction of a Lake Arterial extension from its presently planned terminus point to Racine County.

BE IT FURTHER RESOLVED that the City Clerk be and she is hereby directed to mail a copy of this Resolution to State Senators Lynn Adelman and John Plewa, State Representatives Richard Grobschmidt and James Rutkowski, County Executive David Schultz, County Supervisor John St. John and Director of Public Works & Development Patrick Marchese.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 4 day of FEB, 1992.

Passed and adopted this _____ day of _____, 1992.

President, Common Council

Approved this _____ day of _____, 1992.

Mayor

ATTEST:

City Clerk

VOTE: Ayes _____ Noes _____

*unanimous
Vote 2/4/92*

A RESOLUTION OPPOSING
THE PROPOSED LAKE ARTERIAL

WHEREAS: many Caledonia residents chose to live in Caledonia because of its quiet rural atmosphere, and

WHEREAS; many Caledonia farmers would have their farms destroyed by corridors of concrete, and

WHEREAS; north and south traffic flows are adequately handled by existing roads, and

WHEREAS; the environmentally sound and scenic Caledonia countryside would be destroyed, and

WHEREAS; available highway money should go into improving existing roads and bridges, and

WHEREAS; a "lake arterial" would lower the quality of life of Caledonia residents, and

WHEREAS; money spent on a "lake arterial" would lower dollars available for light rail service desired by area residents, and

WHEREAS; Highway K and Seven Mile Road would not be good east and west feeder roads for reasons mentioned above, and

WHEREAS; residents rights should be paramount to the questionable needs of other interests, and

WHEREAS; there is a growing need for mass transit, possibly light rail facilities, in Southeastern Wisconsin,

THEREFORE, Be It Resolved, that the Caledonia Town Board goes on record this 24th day of June, 1991, as being opposed to the Lake Arterial as being proposed by the department of Transportation, and also go on record as being in support of a light rail form of mass transit for Southeastern Wisconsin, and that a copy of this resolution be sent to the governors office, local state legislators, the Department of Transportation, the Racine County Executive and County Highway Commissioner, the Southeastern Regional Planning Commission and the mayors of Oak Creek and Racine.

Dated this 24th day of June, 1991.

Robert Wilson, Chairman

Anne Smith, Town Clerk

int. g. 11-

RESOLUTION _____ -92

RESOLUTION REGARDING THE BUILDING OF THE LAKE ARTERIAL

WHEREAS, a study is currently in progress to determine the feasibility of the construction of a North-South arterial route through the Town of Mount Pleasant referred to as "the Lake Arterial," and

WHEREAS, the various communities through which any of the proposed routes would traverse, with the sole exception of the Town of Mount Pleasant, have officially adopted opposition resolutions, and

WHEREAS, despite concerns over traffic volume, congestion, and safety on the currently available North-South routes through our township, the citizens of Mount Pleasant have voiced their opposition to the construction of the Lake Arterial, and

WHEREAS, these same citizens of Mount Pleasant have voiced their support for mass transit alternatives such as bus, rail, and rideshare, and

WHEREAS, these same citizens of Mount Pleasant have, likewise, voiced their support for improvements and expansions of current North-South routes such as Highway 31, Airline Road, Stuart/Willow Road, and CTH "H",

NOW, THEREFORE, Be it Resolved that the Town Board of the Town of Mount Pleasant goes on record as follows:

(1) that the Mount Pleasant Town Board strongly urges that the Wis DOT and the Lake Arterial EIS Task Force focus its study efforts solely on the "No Build" alternative and provide our community with projected timelines and cost estimates of alternative improvements and expansions of currently available right-of-ways in the Town;

- (a) the development and funding of bus, rail, rideshare and other mass transit options to serve the Racine County community, and
- (b) improvements and expansions of currently available North-South routes within the Town.

Janice R. Hand, Town Chair

Joann M. Kovac, Town Clerk

unanimous vote.

RESOLUTION
LAKE ARTERIAL CONNECTING TO S.H. 31

WHEREAS, the Wisconsin Department of Transportation and its design consultant, CH2M Hill, are conducting a study of the proposed Lake Arterial extension to connect from the vicinity of Layton Avenue and Pennsylvania Avenue in Milwaukee County to State Highway 31 in Racine/Kenosha County, and

WHEREAS, there are now three major routes to be considered, two of which will terminate at State Highway 31 at County Highway X in Racine County, and the third plan could be modified very easily to also end at the same location, and

WHEREAS, representatives of Kenosha County have agreed to modify the area master plan to remove the Lake Arterial from the Kenosha plan in favor of the improved State Highway 31 plan, and

WHEREAS, many residents in the Town of Somers have expressed serious concerns about the environmental impact of the Lake Arterial as it is proposed to go thru the Town of Somers, such as its impact on the Pike River, Hawthorne Hollow and Petrifying Springs Park and its general impact on air quality and noise pollution, and

WHEREAS, there have been discussions held on the creation of a light rail system between Chicago and Milwaukee which would serve the same purpose of transporting people from one point to another with less impact on our environment and would help this region to attain the Federally mandated air quality standards that must be met,


NOW THEREFORE BE IT RESOLVED, that the Town Board of the Town of Somers, Kenosha County, Wisconsin does hereby go on record as being opposed to the building of the Lake Arterial Highway, and that if said highway is to be built anyway, that the Town of Somers would be in favor of the south end connection to State Highway 31 at the County Highway X intersection in Racine County.

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to all State Legislators in Kenosha and Racine Counties, the Wisconsin State Department of Transportation, CH2M Hill, Kenosha County, Southeastern Wisconsin Regional Planning Commission and to Governor Tommy Thompson.

Adopted this 14th day of April, 1992.

AYES 5

NAYES 0


David D. Holtze
Somers Town Chair


Kay Goergen
Somers Town Clerk

per h cos.
high in cos.

States can't tax
mail orders unless Congress
gives the OK, says court. 6C.



Osteoporosis creeps up on women,
so start saving the spine when you're
young. Here's how. Health, 1C.

RACINE, WISCONSIN

WEDNESDAY, MAY 27, 1992

HOME DELIVERY: CALL 634

The Journal Time

Arterial's price soars

Racine Co.'s stretch of new road pegged at \$60-70 million

By Michael Burke
Journal Times

The proposed Lake Arterial Highway, still little more than a gleam in the Wisconsin Department of Transportation's eyes, has already tripped in price.

The expense of Racine County's eight-mile segment — from the Kenosha-Racine border to 6 Mile Road — has jumped from the DOT's original estimate of \$22 million to \$60-70 million, according to CH2M Hill of Milwaukee, consulting engineers.

Robert Padsee, DOT Waukesha district director, said the project would be eligible for up to 80 percent federal funding. The rest would come from state gas-line taxes and registration fees.

But often there is not enough federal money available at construction time to pay the full 80 percent, he said, so the state would pay more.

The divided highway would link Kenosha County with Milwaukee County north of Mitchell International Airport. There are now roughly three Racine County routes under consideration.

The DOT initially estimated the whole project at \$104 million, said William Heinrich, DOT assistance supervisor in the Waukesha office.

Present estimates range from \$80 to \$155 million, depending which of two basic routes is chosen, said Doug Abere, an environmental planner with CH2M Hill.

For the alternative that mainly follows the

(Please turn to ARTERIAL, Page 2A)

Mt. Pleasant talks of highway tonight

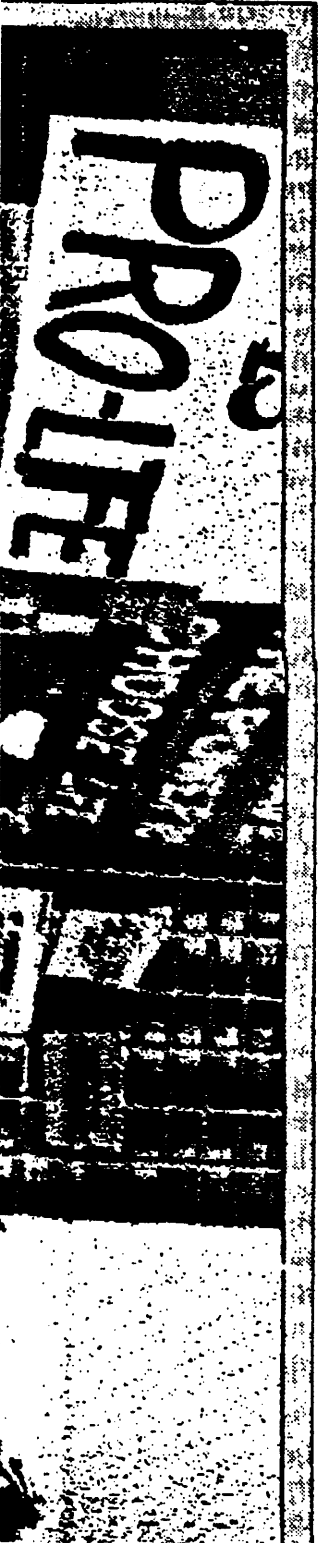
Mount Pleasant — The proposed Lake Arterial Highway will be the topic of a 7 p.m. workshop tonight at town hall, 6126 Durand Ave.

The meeting is billed as a chance for the Mount Pleasant Environmental Committee to listen to residents' opinions about the project. It is also meant to elicit thoughts about the effect of not building the divided highway, said Mount Pleasant Administrator Michael Weber.

The meeting will begin with an introduction by Ken Yunker, Southeastern Wisconsin Regional Planning Commission assistant director. People will then discuss transportation planning in regional groups.

Information from tonight's workshop will be made available to town supervisors. To date, the town board has not taken a formal position for or against the highway.

Big idea draws a big man



congressmen

um out well in primaries

uncommitted showing all the more striking. That was particularly true in Kentucky, where Parot supporters were urged in advance to use the uncommitted line to register their support for the Senate billinaire, a likely independent candidate in the fall.

In the Democratic race in Kentucky, Clinton won 55 percent of the vote, to 28 percent for uncommitted in final returns. A fading Jerry Brown pulled 8 percent.

With 94 percent of Arkansas precincts reporting, Clinton had 58 percent. Uncommitted polled 28 percent and Brown had 11.

In Idaho, with 94 percent of the precincts reporting, Clinton had 50 percent, uncommitted 28 percent and Brown 17 percent.

had written any had checks, followed by the burner that sounds when a game show contestant gives a wrong answer.

"It had a great deal of impact in

that it is an easily identifiable issue for people," Lambert said of the checks. "They could associate it with the nation's problems, the fiscal irresponsibility."

since the budget by fiscal to Congressional Budget bert D. Rostenkowski.

he choice, Rostenkowski re- possible package deals.

size all taxes 4 percent, cut ing 3 percent and slash all including defense, by 20 per- tly planned levels.

raise all taxes 7 percent and ent spending — including So- fits — 10 percent.

Close the gap over 10 years is alone. The CBO chief said cut defense 10 percent; cut ry programs 15 percent per growth of Medicare and

Medicaid to 10 percent a year instead of the 12 percent annual rate now projected; cut the purchasing power of Social Security benefits 9 percent; raise federal user fees one-third; cut farm payments 70 percent; cut veterans' benefits 13 percent; federal retiree benefits 7 percent and spending on the poor 1 percent.

Option Four: The gap could be closed over 10 years with tax hikes alone, the CBO chief said. One possible package: raise personal income tax rates from 15, 28 and 31 percent today to 16, 30 and 32 percent; raise the corporate tax rate 1 point to 30 percent; limit itemized deductions to taxpayers in the lowest rate bracket; and impose a national sales tax of 5 percent on all purchases except for food, housing and medical care.

Schools

Under the leadership and the work of the design team, The Edison Project hopes to open at least one of its for-profit-making schools by 1990, and the rest by 2000. The schools, which may be open eight days a day and nearly year-round, eventually would offer education from preschool through high school.

Whittle has suggested it may need \$10 million to launch its "blueprint school," which he called "and as much as \$10 million to open the first school in a community."

Whittle has held the most successful of other in Yale's history, leading the university collect nearly \$10 million in two years.

He will remain at Yale until the trustees appoint an acting president for the 1990-91 academic year.

His replacement "adds to the basic credibility of the venture" and to the team's "conceptual horsepower," said Chester E. Finn Jr., a Vanderbilt University professor on the design team and a top aide to former Education Secretary William J. Bennett.

"There are only two major insti- tutions in the American society today that are not well into them, you would think they should be there a

ject," said Lanny Griffin, assistant secretary for elementary affairs at the U.S. Department of Education. "And in our view, the Edison Project and the folks involved in it are doing good things for American education."

The National Education Association, which represents more than 2 million education employees, opposes attempts by private corporations, such as Whittle, to establish schools "for profit motives," said NEA spokesman Bill Martin.

Like Schmidt, Finn said he believes the project will bring added vitality to public education, and therefore is not elitist. For instance, 20 percent of the students would receive full scholarships.

The venture classes as the Bush administration pushes for a nationwide voucher system that would let students use public dollars to attend private schools.

Whittle officials said the Edison Project doesn't depend on that plan being adopted, though the private school system would benefit from such vouchers.

Arterial

(Continued from Page 1A)
Chicago & North Western railroad corridor, the cost ranges between \$150 and \$185 million, Abere said. For one that would tie in with Howell Avenue in Milwaukee County, the range is \$80 to \$85 million.

The Howell Avenue route is much cheaper because it uses much more existing highway, Heimlich said. Also, building along the rail corridor will require a great deal of utility relocation.

Abere said estimates don't include costs for acquiring additional rights of way for future mass transit use because it is unlikely that will be needed.

But, Heimlich disagreed, saying the DOT was still planning to attain the additional width.

Heimlich attributed the dramatically greater estimates to several factors:

■ Real estate costs: "We underestimated it to start with," Heimlich said, because the DOT's real estate section instructed them to use crop land or pasture land costs.

Planners were later told to add the "highest potential or best use," which could include residential, commercial or industrial development, he said.

■ Hazardous waste sites: Particularly the former Hunt's Landfill in Caledonia. The highway must be either east or west of the site, Heimlich said. "If we go west, we have to cross the railroad tracks," he said. "If we stay east we don't, but it adds some extra length."

■ Railroad crossings: Every railroad crossing means building two bridges, Heimlich said, because the tracks are too heavily used to traverse at track level. Moreover, each crossing requires a trip back over and another bridge.

■ Wetlands: The wetlands encountered have been a surprise, Heimlich said, although that has affected the Milwaukee County portion more than the Racine County stretch. The DOT has an agreement with the Wisconsin Department of Natural Resources to create two acres of wetlands for every acre it fills in or paves over with a new road project, he said.

Heimlich stressed the DOT is merely studying alternatives, and has not endorsed the highway. "The study includes a no-build alternative," he said. "We may recommend that."

"But that would have costs, too," he said. "Certain other highways would have to be improved."

The project's draft environmental impact statement, due out around Labor Day, will compare the no-build costs to those of constructing the highway, Heimlich said. A public hearing will be scheduled for sometime in September.



Restaurant & Cocktail Lounge
2427 Lathrop Ave.

Another 'no' for Lake Arterial

Le-23-92

Mount Pleasant latest community to take stand against proposed highway

By Michael Burke
Journal Times

MOUNT PLEASANT — Mount Pleasant symbolically linked hands with Caledonia, Oak Creek and Somers Monday in a protest against the proposed Lake Arterial Highway.

The Mount Pleasant Town Board unanimously adopted a resolution urging the Wisconsin Department of Transportation to abandon plans for the north-south link between Kenosha and Milwaukee counties. The other three communities also have passed such measures.

Instead, Mount Pleasant resolution calls for the state to pursue two main alternatives — developing mass transit and improving existing roads.

The highway is estimated to cost between \$80 million and \$155 million.

With about 50 people present, Town Chairwoman Janice Hand, who wrote the resolution, admitted she had "significant concerns about a decision to oppose the arterial." But she said the resolution holds a "compromise" in asking the state to pay for mass transit and better roads.

Town Board members Michael Andreassen said the highway's "rationale ... has failed to come into clear focus." He said it had evolved from a high-speed route between Racine and Milwaukee into a collector street with signals at intersections. As now envisioned, the road would carry a 35- to 45-mph speed limit.

However, Andreassen added, "To just say, 'No' to the lake arterial would be equally irresponsible."

Existing roads are quickly becoming inadequate to handle increasing traffic, he said.

"The answer must lie in alternative mass transit," Andreassen said, adding, "I hope the people who opposed it will provide the same energy to find the future mass transit options."

Specifically, the board's resolution asks the state to allocate money for bus, rail, ride sharing and other transit options.

In supporting what the DOT calls its "no-build" option, the board was reacting partially to a recent public hearing before the Mount Pleasant Environmental Advisory Committee. At that meeting, nearly all of about 140

people indicated their dislike for the road, which would follow the Chicago & North Western Transportation Co. railroad corridor through much of the county.

The environmental committee then recommended the board oppose it.

A draft environmental impact statement is expected in September, followed by a public hearing about the study's conclusions, planners say. The DOT's decision will follow that by about six months.

Shortfall in federal road aid to state

By STEVEN WALTERS
Sentinel-Madison Bureau

Wisconsin is likely to lose \$30 million to \$40 million in federal highway aid because of a federal budget cut. State Transportation Secretary Charles H. Thompson said.

Thompson said the state is likely to lose \$30 million to \$40 million in federal highway aid because of a federal budget cut. State Transportation Secretary Charles H. Thompson said.

The most recent transportation tax increase was Jan. 1, when the annual cost of renewing license plates was increased from \$25 to \$40 per vehicle.

Thompson said re-evaluation of major projects will begin Thursday, when the Transportation Projects Commission meets. The commission, which scheduled the April 1 gas tax increase, recommended in 1993 to make up the shortfall, but it was unwise to suspend the April 1 gas tax increase, State Transportation Secretary Charles H. Thompson said.

Thompson said the state is likely to lose \$30 million to \$40 million in federal highway aid because of a federal budget cut. State Transportation Secretary Charles H. Thompson said.

Tuesday, June 19, 1992

uses highway projects and available funds will be told that Wisconsin will get \$330 million next year — less than the \$370 million that had been expected, said DOT official Roger L. Schrantz. This year, Wisconsin will get about \$210 million in federal transportation aid, Schrantz said. The cash squeeze developed because DOT officials had expected the new federal transportation Act to give Wisconsin about \$370 million in aid. But Congress is trying to spread the money among a whole lot of states in an election year, so aid to individual states will be cut, Schrantz said.

Pending law requires car pooling

By RUTH SOLOMON
STAFF WRITER

Slinging off key to the radio, secretly chomping on chocolate bars, cursing other drivers, tens of thousands of north suburban commuters take to the roads alone every day — a peaceful respite between the demands of home and work.

But such indulgences cannot go on forever.

Too many cars on the road are causing too much smog, specifically poisonous gas ozone, governmental experts say.

So as atonement, employers will be cajoling, bribing, and using any other means they can to get their employees out of their beloved cars by November 1994.

Legislation pending in Springfield will require employers in northeastern Illinois who have at least 100 employees at any work site to reduce drastically the number of employees who drive alone to work between 6 and 10 a.m. to meet the requirements of the recently amended federal Clean Air Act.

The pending state legislation must be passed this year: The federal government can withhold millions of dollars in federal transportation funding if states with severe ozone problems such as Illinois do not enact legislation by this November.

For employees, the proposed legislation is voluntary, said Toby Frevert, air quality planning section manager of the Illinois Environmental Protection Agency, who has worked on the draft bill. "The legislation in no way creates any legal requirement for the employee," Frevert said.

Rather, the brunt of the program lies in the employer's lap, with strict penalties for noncompliance.

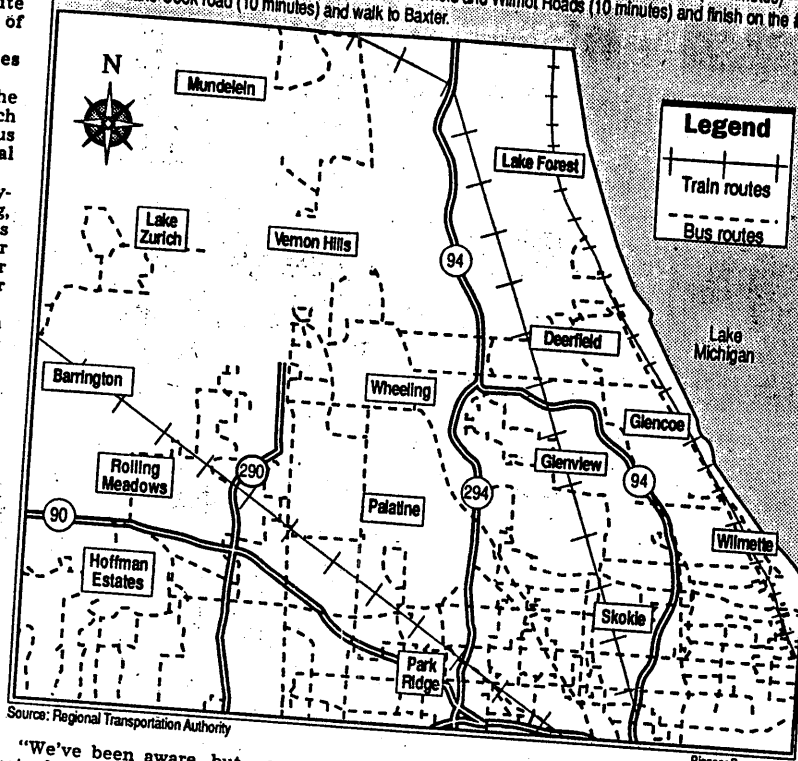
Employers will have to provide such options as car pools, van pools, public transportation, flexible working hours, working at home, or a shorter work week to meet the standards.

Few suburban employers seem to realize just how dramatically the proposed legislation will affect them, according to recent Pioneer Press interviews.

"Most of my member companies are not aware" of the proposed legislation, said Ed Simmons, of the Buffalo Grove-based Northern Illinois Industrial Association, which is sending out a mailing.

Mass transit routes

Commuting by bus in the suburbs is near to impossible in some cases, and possible but not very quick in others. Here are some hypothetical commutes for a Baxter worker on Lake-Cook road in Deerfield: From Highland Park, take the #473 (a 20 minute ride) to Lake-Cook Road and then switch to the #526 for a 10 minute ride. From Wheeling High School, forget it: Take the #234 to the Buffalo Grove terminal (20 minutes) — but you must arrive by 7:26 a.m. to catch the #691 to Deerfield and Wilmot Roads (10 minutes) and finish on the #214 south to Lake-Cook road (10 minutes) and walk to Baxter.



Source: Regional Transportation Authority

Pioneer Press graphic

"We've been aware, but not of all the details," said Dave Wille, director of human resources for Hewitt Associates, which has 1,700 employees at three locations in Lincolnshire.

Severe Ozone

The Clean Air Act amendments, passed by Congress in 1990, made the employee trip reduction a requirement for the seven regions of the country where ozone levels reached the "severe" or worse category.

Ozone levels in severe areas are at least 50 percent higher than federal maximum standards.

The law calls for employers to increase the average number of passengers per commuting car by 25 percent over the regional average.

The exact figure for regional average will cause a hotly debated among Springfield legislators this spring.

"I imagine there is going to be a fight in the legisla-

The facts

■ The Evanston state testing station at 531 Lincoln Ave. exceeded state standards for ozone levels an average of 5.4 days per year during 1988-90, the highest frequency for any of the state's 40 locations, according to Illinois Environmental Protection Agency data.

■ Northbrook has 77 companies with more than 100 employees, the most of any northern suburb, according to Illinois Department of Employment Security data.

A regional average of 1.1 people per car, which many believe is the true figure for suburban workplaces, amounts to a targeted figure of 1.38 people or 72 cars permitted per 100 employees.

But including Chicago with its many mass transit riders, the targeted figure goes up to 1.54 people per car, or a mere 51 cars per 100 employees.

In the northern suburbs, a total of 650 companies with 235,000 employees will have to comply with the new law, according to data from the Illinois Department of Employment Security.

Employers unaware

A sampling of north suburban employers revealed many were unaware of the new law:

■ Steve Foley Jr., vice president and general manager for Steve Foley Auto Group in Northbrook, 100 Skokie Blvd., said he had not heard of the proposed legislation. Foley said compliance

would be difficult. "It would be trouble for suburban areas with no mass transit."

Foley estimated that "close to 100 percent" of his work force drives alone to work. "It would be very difficult. People live all over the place."

■ In Lake Forest, Benefit Trust Life Insurance Co. Vice President of Corporate Communications Ray Haase said the company would have to "scramble to comply."

The company employs 950 workers at its Lake Forest locations, and usually has 800 cars in its lot, Haase said.

■ In Evanston, Washington National Insurance Co. appeared to be in good shape. The company provides many transportation perks for its employees, including a subsidy for parking by car poolers, but the company will have to change its strategies next June, when it moves north to Lincolnshire.

■ At Hewitt Associates in Lincolnshire, "a large majority of the people do drive alone to work. Where we are located, there is not a lot of public transportation," Wille said.

Even transportation planners seem unsure of exactly what effects the new regulations will have. No plans have been made yet to increase suburban bus routes, said Mindy Laflamme, a spokeswoman for PACE bus systems.

And no study of any possible reductions in traffic stemming from the new law is planned for at least three years, said Andrew Plummer, deputy director of the Chicago Area Transportation Study (CATS), a governmental agency involved in the draft legislation.

For a glimpse of the future, Chicago suburban employers may want to look to southern California, which has had employee trip reduction since 1989, well before the current federal legislation.

Southern California employers "pull out all the stops," offering fast lane cafeteria lines for car poolers or even paying employees to give up their cars, said Mark Wright, communication director for the Association for Commuter Transportation in Washington, D.C.

Still, the average vehicle occupancy for about 8,000 affected companies has only gone up about 2 to 5 percent, said Claudia Keith, a spokesman for the South (Continued on next page)



Geoff Scheerer/Pioneer Press

Underwriters van riders Steve Dyra (from left), Don Humes and 10 Ann Schwartz and 10 other workers enjoy each other's company travelling to and from work.

Underwriters provides van pool for employees

By RUTH SOLOMON
STAFF WRITER

It's 4 p.m. and quitting time for some dozen workers at Underwriters Laboratories in Northbrook who all live in Chicago.

But instead of 12 employees getting into 12 cars for a drive down the Edens Expressway, these workers are all heading for one van.

"This is the fun van," explains Ann Marie Bullock to a visitor asking about the merits of van pooling.

"It's the sparkling company. These people are all a riot," said Anne Marie Dodero as she waits to get on the van.

Simple economics

For others the van pool boils down to simple economics. Steve Dyra, a human resources group leader who lives on Chicago's north side, estimates he saves \$70 a month in gas alone by taking the van to work instead of the gas guzzling car he confesses to owning.

Others say they want to save wear and tear on their cars, with the additional bonus of lower insurance bills for not using their car to commute. Some riders said they simply don't like to drive or don't have a car.

Security

For Underwriters, the company's fleet of van pools, now totalling nine, allowed the not-for-profit testing company to keep long-time employees when it moved in 1979 from Chicago to Pflugstein Road. "If they had not gotten a van pool at Underwriters Laboratories, I would not have been able to

keep my job," said Bullock, who does not have a car.

Underwriters' system may be looked at as a model for other large companies faced with compliance with a new law requiring them to reduce the number of employees who drive alone to work.

Here's how it works: Each passenger pays \$51 a month to ride the Underwriters van, said Dyra. An employee at Underwriters

"This is the fun van. . . If they had not gotten a van pool at Underwriters Laboratories, I would not have been able to keep my job."

Ann Marie Bullock

drives each van. In return, the driver can keep the van and is permitted 100 miles a month free.

Start up costs \$20,000

Start up costs are \$20,000 for the cost of the van. Annual expenses can vary, but in January, the cost of operating Dyra's van was \$624, including gasoline, repairs, plant and labor, insurance, and materials. Employees pay two-thirds of the annual expense, Dyra said.

One advantage Underwriters has is the use of in-house mechanics, saving the company money in servicing the vans, said Dyra.

Questions, answers on effects of law

Q: How many vehicles will have to be eliminated from my employee parking lot?

A: If legislators approve a two-regional zone approach — which does not include Chicago — you will have to cut down to 72 vehicles per 100 employees — and perhaps as low as 63 — depending on what state experts determine to be the current regional average based on 1990 census figures. Current estimates are that most suburban employee lots include 80 to 90 vehicles per 100 employees.

With a one-region approach, including Chicago, estimates are you will have to cut down to 51 vehicles per 100 employees. Expect a classic suburb versus city fight over which approach is adopted by state legislators this spring.

Q: How much is this going to cost?

A: Estimates are that the annual costs total \$300 per employee. But costs can vary depending upon which methods you use to cut employee trips. Car pooling can be free; van pooling can be more costly.

Setting up showers for workers sweaty from bicycling or in-house drug stores for employees used to shopping on the way home from work or during lunch hours can also add on extra costs.

You may also be allowed some tax breaks for the costs of providing employee incentives to give up their cars.

Q: What if my survey shows I not only meet requirements, but I exceed them?

A: Draft legislation includes some type of provisions allowing businesses to sell credits to other employers who do not meet the requirements.

Q: What paperwork is involved?

A: Starting in January, the IEPA will begin asking you to survey your work force's commuting needs and then list the employee transportation strategies you now use.

You will have to describe fully how you are cutting down on solo commutes to meet the required standard.

Q: How much time will I have?

A: You will have six months from receiving the notice to complete the plan. Federal law requires all plans to be submitted by November 1994.

Q: Will I ever have to do this again?

A: Yes; every two years.

Q: What happens if I don't comply?

A: Pending legislation now calls for a \$1,000 monthly fine for not submitting a survey of employees' present commuting patterns; \$2,000 per month for not submitting a compliance plan.

Beginning in 1996, fines of \$50,000 plus \$10,000 per day can be imposed for continued noncompliance.

Q: Why are we doing this?

A: Northeastern Illinois is one of seven areas in the U.S. with ozone levels in the severe category; only Los Angeles has worse air.

Ozone forms when certain organic compounds react with oxygen in the presence of sunlight. These compounds can come from chemical manufacturers, repair shops, dry cleaners, print shops, and household chemicals such as hair spray and deodorants.

But cars are the biggest culprit, contributing more than half of the emissions leading to ozone formation.

The emissions can travel hundreds of miles by wind to form ozone over large regions, according to governmental experts.

High levels of ozone affect the lungs and increase their sensitivity to bacteria. People may have symptoms such as shallow rapid breathing, chest tightness, coughing and wheezing. Both exercising, healthy people and those with asthma, bronchitis and emphysema may be affected by ozone.

Law Continued from previous page

Coast Air Quality Management District, which oversees the California program called Regulation 15.

New Jersey, another state with severe ozone problems, has a similar lack of public transportation in many areas of the state.

Still, most businesses, realizing they have no choice, have backed proposed employee trip reduction legislation, said Judith Parrish, supervisor of the TMA and ETR programs for the New Jersey Department

of Transportation, which oversees the plan.

In Illinois, businesses may benefit because fewer cars will be on the roads, said Barbara Hayskar, Northbrook Chamber of Commerce president.

But others are more skeptical. "No matter how you look at it, there is only one transportation control method that will work: We must change the way we use our land. It could take decades," said Plummer from CATS.

Emission Equipment Inspection Expanded

Many vehicles will undergo a comprehensive underhood inspection once every three years to ensure that emission control equipment that was present at the time of manufacture is still present and operating properly. Missing or malfunctioning emission control equipment can increase tail pipe emissions by as much as 800 percent.

Inspection At Time Of Vehicle Change In Ownership

Vehicles more than five model years old will be required to be inspected upon change in ownership. It will become increasingly important for motorists to confirm that emission control equipment is present on an used vehicle and that it can pass an emissions test before making the purchase.

More Changes Expected in 1994

The geographic area of the emissions testing will likely be expanded northward to Sheboygan County. Regulations regarding the testing enhancements must also enable the program to check "on-board" computers that monitor emissions and to spot-check vehicles on the road.

Clean Air Act: Looking To The Future

Businesses, governments and residents all have a major role to play in bringing Wisconsin into compliance with federal Clean Air Act standards.

Emissions from vehicles are a major target of efforts to improve air quality. Since 1970, auto emissions per vehicle in the United States have declined by 60-80% - a dramatic improvement. But there is still much more progress to be made. The following are highlights of what the Clean Air Act will require from the auto and fuel industries - and from auto owners in the years ahead.

- 1992: Enhanced vehicle inspection programs will begin in some areas, and regulations will set a minimum oxygen content for gasoline in 41 cities (this results in cleaner-burning fuel).
- 1993: Production of vehicles requiring leaded gas becomes illegal.
- 1994: New cars must have on-board computers that monitor emissions.
- 1996: Cars and light trucks must meet tighter emissions standards. Leaded fuels are banned from all vehicles.
- 1998: In many nonattainment areas, 30% of all new vehicles purchased for corporate and government fleets must use alternate fuels. This level increases to 70% in 2001.

Questions?

778-3640 (Milwaukee Metro)
1-800-242-7510 (Toll Free)

Important Testing Changes Effective

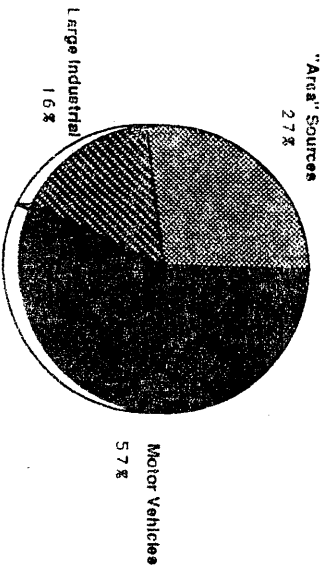
November 1992



Ozone Pollution And The Wisconsin Vehicle Inspection Program

As a result of the 1990 Clean Air Act Amendments, southeastern Wisconsin will soon face significant enhancements to the Wisconsin Vehicle Inspection Program. These changes will take effect in over 40 major metropolitan areas throughout the United States classified by the federal government as "serious" or worse for ozone air quality.

Ozone-Forming Pollutant Sources On Hot Days In Southeastern Wisconsin:



On hot days, vehicles contribute 57% of the pollutants that form ozone in southeastern Wisconsin. "Area" sources such as consumer products, small engines, lawn mowers and boat motors also emit ozone forming pollution. Heavy industrial sources, once the most visible polluters, provide 16% of ozone-forming pollutants.

While the Wisconsin Vehicle Inspection Program has kept an average of 50,000 tons of harmful vehicle emissions from entering the air each year, additional measures need to be taken to further reduce these levels.

The following program changes are expected to be in effect by January 1, 1993:

The Emissions of Newer Vehicles Will Be Tested Less Frequently

Studies have shown that newer cars are less likely to fail than older vehicles. Therefore, newer vehicles will only be tested every other year for emissions. This provision will not weaken the effectiveness of the vehicle inspection program and should make it more convenient for motorists by decreasing the testing frequency for newer vehicles.

Older Vehicles To Be Tested

In order to broaden the effectiveness of the program, testing will be expanded to include inspection of older vehicles that have been excluded in the past. This will mean testing vehicles back through model year 1968, rather than just those 15 model years old and newer. To maintain an equitable program, emission standards for these older vehicles will be much less stringent than those for newer vehicles, in keeping with the vehicle's original design.

Waiver Cost Limit Expected To Increase

Federal law requires that, effective November 1, 1992, waivers for vehicles which fail the emissions test will be issued only to vehicle owners who can prove that they have spent at least \$450 on emission related repairs. The cost limit does not include work covered by the emission system warranty or the repair/replacement of emission control devices that have been removed, disabled or improperly maintained.

However, it is expected that most vehicle owners will be able to repair their vehicles and pass a second emissions test by making repairs that are considerably less than the \$450 limit.

Once enacted by the Wisconsin legislature, the \$450 maximum repair cost limit will prevent vehicles with serious emissions problems, and that are domiciled within the six county area, from operating in that area.

Under the new plan, it is expected that a very small number of Wisconsin vehicles will receive waivers - less than 2,500 of the 850,000 vehicles tested annually.

Stop the Lake Arterial

Commuter rail services should be given first priority for now

It is time for the state to shelve its plans for the Lake Arterial.

While we supported the concept when it was first revived (the general idea is virtually as old as the interstate system), too much has changed, mostly for the worse.

In the months since it was first unveiled as part of Gov. Tommy G. Thompson's "Mobility 2000" transportation bill, its scope and costs have become clearer.

What has happened is that estimated costs have doubled while the road itself has downgraded to a local-travel corridor rather than a commuter route between Racine, Kenosha and Milwaukee.

At the same time, in the months since "Mobility 2000" was introduced, steps have been taken to create a Regional Transportation Authority to study and decide transportation issues in this area.

Our greatest concern about the Lake Arterial is in its impact on the chances of creation of an effective commuter rail route from Kenosha and Racine to Milwaukee, and possibly to Chicago.

Current estimates of the cost of the Lake Arterial run to \$155 million or more. How far would that money go toward building a commuter rail network in southeastern Wisconsin?

The Lake Arterial would effectively rob rail transit of valuable financial resources,

delaying its development. In addition, it is possible the Lake Arterial would make cost-effective commuter rail impossible as more people took to their cars with the increased road capacity.

This seems especially short-sighted, considering that just this week an official of Southeastern Wisconsin Regional Planning Commission told area businesses that steps must be taken to reduce the number of commuter autos on the roads, through car pooling, changes in work arrangements or mass transit.

Ken Yunker, assistant director of SEW-RPC, told the businesses that in order to reduce the problem of ozone pollution, companies in high-pollution areas that employ 100 or more people must take steps to increase the number of their people who car pool or use other means to reduce auto use.

Some day there may be a need for a Lake Arterial, but to go ahead with plans for the road now, without first investing in effective mass-transit alternatives, flies in the face of logic.

One of the options under consideration in planning for the Lake Arterial is the "no build" option.

We suggest, at this time, that is the best option available.

6-19-92

Lawmakers join Somers in opposing Lake Arterial

By Patrik Vander Velden
Staff Writer

SOMERS — Two area legislators complimented the Town Board for its opposition to the proposed Lake Arterial that would run from Milwaukee County and possibly end north of the Kenosha County line.

Letters from State Rep. Peter W. Barca, D-Kenosha, and Sen. Joseph Andrea, D-Kenosha, were received and filed Tuesday during the Town Board meeting.

The board passed a resolution opposing the highway at its last meeting and sent it on to the legislators. Barca congratulated the town for its "pro-active approach" to the issue.

He offered to work with the town "in opposition to the Lake Arterial Highway."

Barca said he preferred the development of a rail system to link communities in south-

eastern Wisconsin "rather than relying on additional roads which will add further congestion and pollution."

Andrea wrote he was more interested in improving Highway 31, and widening the two lanes in Kenosha and Racine counties would "reduce the need for any full-blown Lake Arterial which would be extremely costly."

The Legislative Fiscal Bureau estimates the arterial would cost \$58.9 million and would take six years to construct.

In other business, the board approved a \$7,736 contract with Farhner Construction Co., Plover, to resurface the town's four tennis courts. The project is expected to be finished by June 30.

It authorized reimbursing expenses for Town Chairman David Holtze to attend a Wisconsin Utility Tax Association

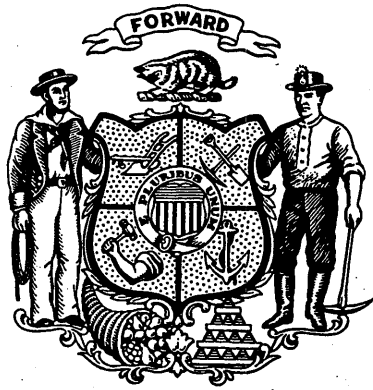
meeting April 30 in Watertown. Holtz is secretary-treasurer of the association which lobbies the state government to keep the current formula that shares taxes paid from utility companies. Under that program Somers receives about \$12,000 per year, said Holtz.

A fee of \$4 each was approved for elected town officials and employees to attend an Ethics in Local Government conference on June 1 in Racine. The next meeting is to update officials and employees on the new ethics law passed by the state.

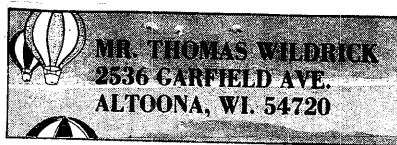
During a work session before the board meeting an audit review by Gordon J. Maier & Co., Racine, found the town's bookkeeping for 1991 "in conformity with generally accepted accounting principals."

The report is on file in the Town Office for review.

END



END



U. S. 53 HASTINGSWAY

EAU CLAIRE, WI

JUNE, 1992

TRAFFIC CAPABILITY OF U. S. 53

In November of 1991, I put some figures together (copy enclosed) which show that at an average speed of 10 mph, the present 53 (Hastingsway) can accommodate 86,000 vehicles per day. At a recent meeting in Altoona, Mr. Marty Beekman of the D. O. T. said that a 4 lane highway can accommodate 80,000 vehicles per day. Hastingsway from Brackett Ave. to the bridge is 6 lanes. Therefore, the 57,000 vehicles per day predicted for the year 2010 presents no problem. The predicted diversion of only 7,000 vehicles per day to an outer bypass is too low. Considering the trucks, cars pulling boat trailers, out of state and nonregional vehicles, a diversion of 21,000 is more realistic. Russell Dodge, former mayor of Osseo, was told by the D. O. T. 17 years ago that a 53 outer bypass was in the planning and that it would be used by 20,000 vehicles per day.

According to Charles Lave, an economist at the University of California, the period of explosive growth in automobile ownership in the U.S. and Canada is over. Lave says that two major social changes caused an enormous number of cars to hit the road over the last half century. The first was the "baby boom," the large number of people born between 1946 and 1960, who started hitting 16 and became licensable. Over a very short period of time, there was an enormous growth in the number of licensed drivers and first time car buyers. Lave also says that the other factor that drove the car boom

Representative

David R Brandemuhl.

7/15/72

Please note - sources of information are stated - not nebulous.

Sincerely,
Tom & Eleanor.

was women going to work. He states that women made up a quarter of the work force just after World War Two. That number has almost doubled. Today, most women work and drive.

Also, rental vehicle agencies are well stocked.

SAFETY

The number of accidents attributed to U. S. 53 Hastingsway, 337 in 1990, is less than those in 1989--352. (See E. I. S. Pg. I 16.) This is not "almost 1 1/2 accidents per day" as some would have you believe. According to the Eau Claire City Traffic Department, HNTB tabulated the detailed table on page I 7. Any vehicle waiting to come onto or cross Highway 53 (could be the 4th in line!) and was rear ended or slid into, was counted as an accident on Highway 53 and also on that street. After much work, Clairemont and London Road is still the most accident prone intersection in the city. Although quite removed from Highway 53, most of those accidents were added into the accident statistics for Highway 53 (E. I. S. Pg. I 17). This distorts the picture and is misleading.

Cars are getting smarter and smaller. Soon, radar and/or sonar will view the left and right side blind spots for the driver, and if a vehicle gets too close to the vehicle ahead, the brakes will automatically go on. However, highways and vehicles seldom cause accidents. People do. The D. O. T. could do much more toward awareness, compliance and courtesy. Camera enforcement, billboards, lights, speed bumps, the judicious use of signs and educational programs for all would help.

Would trucks carrying dangerous substances such as gasoline, chlorine gas, liquid propane and butane gas, sulphuric or hydrochloric acid, ammonia, dynamite and nuclear material be more dangerous going through Altoona at

60 or 70 mph than now on Hastingsway at 35 mph? Definitely! The outer bypass would be safer.

ECOLOGY

A 6 lane inner corridor (bypass) would destroy forever the beautiful, pristine, Otter Creek Valley. California is spending millions of dollars to restore some so-called natural beauty areas. Lake Tahoe has attracted millions of tourists. The residents are deeply concerned with the pollution of the lake and the erosion of the shore. According to the National Geographic, March 92 edition, Lake Tahoe Keys is an ecological disaster. California is buying shoreline property to restore to its original condition. It now has tight controls. In Iowa the Walnut Creek National Wildlife Refuge has purchased 8,600 acres of farm land (good corn country) to restore as a plain with flowers and animals. The United States, Japan, and Germany have sent millions of dollars to Brazil for the replanting of the rain forest.

Lets look at our situation. We have a natural, beautiful valley, Otter Creek, running through Altoona, where the woods meets the city, and it's just a short walk from Eau Claire. It is home to deer, fox, possum, woodchuck, rabbit, squirrel (including flying squirrel), and badger. Mr. and Mrs. Carroll Kelley of Altoona have identified 45 wild bird species and 64 different wild flowers.

Others are spending millions of dollars to restore natural beauty, while some here would spend millions to destroy this natural gem. This short sighted fallacy would lower our quality of life and cheat future generations. The D. O. T. agrees that an inner corridor would cause erosion and pollution.

COST

In 1989 the cost of an inner bypass was estimated at \$52 million. In 1990 it went to \$73 million. In 1991 we learned that the "upgrading" of present Hastingsway would be added in, which would bring the cost to \$110 million. These figures (E. I. S. Pg. IV 56) do not include noise pollution abatement barriers nor water pollution abatement control methods, i. e. silt fences, detention ponds, ditches, sod, etc, which will add another \$100 million according to Terry Pederson, planning engineer of the D. O. T. With the D. O. T.'s history of "cost overrun," it will surely cost over \$200 million.

EMPLOYMENT

Some have looked in their crystal ball and predicted that an inner corridor bypass would create 3,600 jobs. Others see 7,000 new jobs. We know that these figures are not absolute. No references are given for these figures. No research is quoted. What has happened in Detroit, Chicago, New York City, Los Angeles and Milwaukee? They all have expressways and bypasses and they all have high unemployment, high taxes and high crime rates. However, in Japan (National Geographic November 1991), roads are in use which are older than our country. Traffic back-ups of 30 miles are common and sometimes stretch for forty miles. This hasn't affected their economy. More miles of highway do create more maintenance and more policing which must be paid for with taxes. Terry Pederson, D. O. T. said, "It is the policy of the Department to not maintain two highways as close as Hastingsway and the proposed Inner Corridor." Marty Beckman, D. O. T. said, "We always put a street in good repair before we abandon it." In other words, there would not be a "City 53" and a

"By-pass 53" if the Inner Corridor were constructed. It would be a "relocation" and the city of Eau Claire and others, not the state, would have to pay for the maintenance and policing of Hastingsway. The business area of Altoona is growing eastward along U. S. 12. An outer bypass would benefit this growth and be consistent with the Chippewa Valley Planning. Some jobs would result.

CONCLUSION

I'm not against progress and improving our business climate. However, instead of spending \$200 million on Highway 53, I'd like to see that money spent on product research and development as well as job training. Stout and Menomonee are good examples.

Congressman Dave Zien said, "The D. O. T. has the money." Let's borrow a lot of it for product research and development to improve our economy now and in the future.

Thomas E. Wildrick
2536 Garfield Ave.
Altoona, WI 54720
(715) 835-5684

U. S. 53 - HASTINGSWAY
EAU CLAIRE, WI

November, 1991

Resolve:

That the present U. S. 53 from immediately south of the Brackett Ave. traffic lights to immediately north of the Main St. traffic lights (a distance of 1 mile), during heavy traffic, can be driven in 4 minutes, thereby exceeding the Wisconsin Department of Transportation (D. O. T.) projection of 57,000 vehicles in one day in the year of 2010.

Facts:

15 miles per hour (mph) is 1 mile in 4 minutes.

10 mph is 1 mile in 6 minutes.

There are 5280 feet in one mile.

U. S. 53 Hastingsway has 6 traffic lanes between Brackett Ave. and Main St. Wisconsin D. O. T says that this is the "bottleneck" on U. S. 53.

In heavy traffic, this "bottleneck" has been driven in less than 4 minutes.

Toyota, in two years, will have sonar to the left and right rear blind spots and sonar to the vehicle ahead. Should the Toyota get too close to the vehicle ahead, the brakes will go on automatically. This will allow vehicles to travel closer to each other. Ford and G. M. C. will not be far behind.

Cars are getting smaller.

Computations:

To avoid fractions, 20 vehicles will be used as the common denominator.

70% cars = 14 cars X 20 ft. each =	280 ft.
5% cars with trailer 1 X 35 ft. each =	35 ft.
10% trucks (straight trucks) 2 X 30 ft. each =	60 ft.
15% semi-trailers 3 X 54 ft. each =	+ 162 ft.
100% = 20 vehicles	Total 537 ft.

The average length of a vehicle (537 divided by 20)
is 26.8 ft., rounded to 27.

Average length of vehicle is 27 ft.

Safe distance between vehicles = 3 car lengths x 20 ft. = 60 ft.

Vehicle length (27 ft.) + safe distance (60 ft.) = 87 ft.

1 mile (5280 ft.) divided by the total 87 ft. = 60 vehicles per mile

At 15 mph, 15 X 60 = 900 vehicles

6 lanes = 6 X 900 = 5400 vehicles

In 1 day, 24 hours X 5400 =

129,600 vehicles

At 10 mph, 10 X 60 = 600 vehicles

6 lanes = 6 X 600 = 3600 vehicles

In 1 day, 24 X 3600 =

86,400 vehicles

Conclusion:

U. S. 53 - Hastingsway, just as it is, will accommodate more than the D. O. T. projected 57,000 cars per day in the year 2010.

Therefore, no inner bypass is necessary!

Concerned for the Environment!

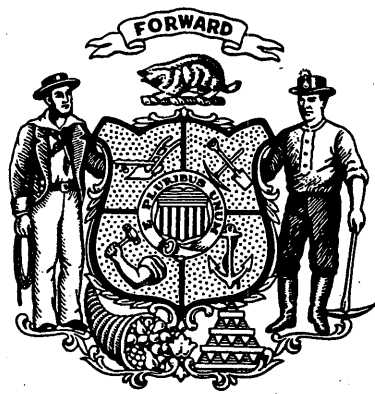
Thomas E. Wildrick

2536 Garfield Ave.

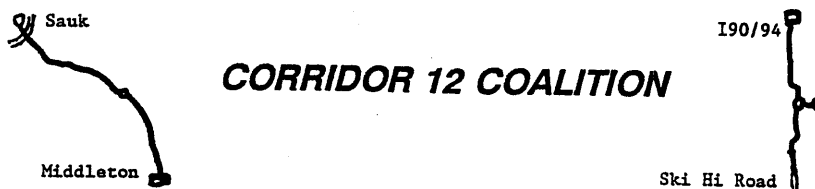
Altoona, WI 54720

(715) 835-5684

END



END



Dear Friend,

July 4, 1992

Today we have a new chance to advance needed projects on USH 12. The Transportation Projects Commission (TPC) process for major highway projects has begun. USH 12 Middleton-Sauk Prairie is a candidate for budget enumeration. USH 12 Ski Hi Road-I90/94 is a candidate for study.

JULY 14 INFORMATION MEETING ON CORRIDOR 12: Please attend or send a representative to a Corridor 12 Coalition meeting on Tuesday July 14, 7 p.m. at Mike's Kitchen in Sauk Prairie, USH 12 at Hwy 60. Philip Scherer, Executive Director of the Transportation Development Association will provide details on the status of the USH 12 projects and about changes in the TPC procedure.

JULY 22 PUBLIC HEARING ON CORRIDOR 12: Also at the July 14 meeting at Mike's, we will plan a presentation for the TPC public hearing set for Wednesday, July 22, 1992, 1:15 p.m. at the Ramada Inn 3841 E. Washington Avenue, USH 151, Madison.

CORRIDOR 12 PROJECTS COULD STILL BE DELAYED: Why is it critical for the TPC to hear our support? Because progress on either segment of USH 12 could still be stopped by two factors: 1. We are competing with the other candidate projects for a limited pot of money. Governor Thompson laid it out at the June 18 TPC meeting, saying, "Of the nine candidates for enumeration, we don't have enough money to do all nine." The same is true for the candidates for study, not all will move forward. 2. Anti-highway people continue to make proposals meant to achieve further delay such as adding a bicycle lane and subsidized bus routes on a two-lane USH 12.

ACT NOW: Your letter, resolution or verbal testimony on July 22 is the means by which the corridor 12 projects will advance. Because this is so important, please write your letter today so the TPC will have it by July 22. Then ask others to help too. Enclosed is an idea sheet to help in composing a letter. Because letters should stress the DOT's rating criteria, a diagram of DOT's project rating criteria is enclosed. A draft resolution enclosed is also designed to stress the DOT rating criteria. Mail your letter and resolution to: DOT Transportation Projects Commission Rm 951 Hill Farms, 4802 Sheboygan Avenue, Madison WI 53705. Direct question to TPC Secretary Barb Jurewicz 266-5408.

LEGISLATIVE SUPPORT WILL BE CRUCIAL: Even if the TPC moves these projects forward, they could still be stopped during the legislative budget process. So let your legislators know of your support via a copy of your letter. Corridor 12 improvements are supported by Senator Dale

Corridor 12 Coalition, p2

Schultz and Representatives Steve Freese and Sheryl Albers. Addresses: Senators Russell Feingold and Schultz: PO Box 7882, Madison WI 53707; Representatives Albers & Freese: PO Box 8952, and Representative David Travis: PO Box 8953, Madison WI 53708.

MAJOR PROJECTS PROCEDURE HAS CHANGED: The current TPC cycle began June 18 with WisDOT's recommendations to the TPC. A change in the process means there will now be two categories of projects, candidates for study and candidates for enumeration. USH 12 Ski Hi Road to I90/94 is a candidate for study, meaning it has a demonstrated need, but does not yet have sufficient engineering, environmental and cost analysis for accurate evaluation and ranking. USH 12 Middleton to Sauk is a candidate for enumeration because it has a demonstrated need and sufficient engineering, environmental and cost analysis has been completed for accurate evaluation and ranking.

DOT PROJECT DEFINITIONS: US 12 Sauk City to Middleton. New four-lane freeway from the existing US 12/14 interchange in Middleton to the intersection of US 12 and Schneider Road north of Middleton; and a four-lane divided expressway on the existing route to Sauk City, with a new bridge over the Wisconsin River at Sauk City. This is the concept endorsed by the US Highway 12 Study Committee. Project length and cost: 18 miles, \$51 million. Need: Current Average Daily Traffic volume of 9300 exceeds design capacity of the existing highway. Traffic fatality rate exceeds the state wide fatality rate for similar two-lane highways.

US 12, Ski Hi Road to Interstate 90/94. Proposed Concept: Four-lane expressway on the existing alignment. Project length: 10.1 miles. Corridor 2020 status: Connector. Need: Current Average Daily Traffic volume of 12,500 exceeds the design capacity of the existing highway. Local development has the potential of generating even higher traffic volumes. Accident rate exceeds the statewide rate for similar two-lane highways.

IN SUMMARY: We have only a few days to pull together support for Corridor 12, so please: 1) write a letter today, 2) to your next meeting agenda add: Consider resolution of support for USH 12 projects, 3) attend or send someone to the meeting July 14 at Mike's Kitchen, 4) plan to attend or send a representative with prepared testimony to the Wednesday July 22 TPC hearing at the Ramada Inn, 1:15 p.m.

Finally, please take the initiative to ask the help of anyone you think supports the project. Give a copy of this packet to neighboring businesses, employees, friends, relatives. It's in all of our interests to support both these projects to improve corridor 12.

Sincerely,

Bill

Bill Birkenmeier
Middleton

Mike

Mike Boss
Sauk Prairie

Forrest

Forrest Bushland
West Baraboo

SERVICE LIST

Baraboo Jeff Smith WRPQ
 Baraboo Dick Goddard Ops Manager - A) Ringling Theater
 Baraboo Ed Sauey President - Humane Manufacturing
 Baraboo Dean Steinhorst Mayor - City of Baraboo
 Baraboo Wilma Eichler - Exec Dir Baraboo Chamber of Commerce
 Baraboo Don Kalscheur & Gilbert Gerdman Pres - Mid State Associates Inc
 Baraboo Dianne Deaton Tri State Breeders
 Baraboo Greg Wise - UW Extension Community Resource Agent
 Baraboo Beverly Simonds
 Baraboo Tom Warwick Administrator - St Clare Hospital
 Baraboo Edwin Green Supervisor - Town of Baraboo
 Baraboo Sheriff Virgil "Butch" Steinhorst Sauk County Sheriff's Department
 Baraboo William Cummings Supervisor - Town of Delton
 Baraboo Joe Tompkins First National Bank
 Baraboo Fred Kuane President - Neco Hammond Corp
 Baraboo Terry Kramer City Engineer
 Baraboo Peter Cleveland Clerk - Town of Baraboo
 Baraboo Darlene Hill Supervisor - Sauk County Board
 Baraboo Ralph Duley Gen Mgr - Perry Printing
 Lake Delton Deborah Kowalek Clerk - Town of Delton
 Madison Representative Sheryl Albers
 Madison Tom Batchelor - Deputy Dir WisDOT Dist. 1
 Madison Lyn Passini - Chamber Pres Anchor Savings And Loan
 Madison Don Damon - President Don Damon & Associates Ins
 Madison Senator William Berndt
 Madison Al Memec Project Engineer - Ayres Assoc.
 Madison Scott Klug US Representative
 Madison Phyllis Wilhelm Madison Gas & Electric
 Madison Representative Ben Brancel
 Madison Jerry Zogg Design Supervisor
 Madison Kevin Hagen Project Manager
 Madison Representative Pink Van Gorden
 Madison Representative David Brandemehl
 Merrimac Roger Shanks Chairman - Sauk County Board
 Middleton Rene Dupuis
 Middleton Albert Klais Middleton Public Works Committee
 Middleton Thomas C Monk National Electrostatics Corp
 Middleton Mike Adler Mid Plains Associate
 Middleton Bill Birkenmeter
 North Freedom Jeanne C. Grimm Clerk - Village of North Freedom
 North Freedom Kitren Goodweiler Clerk - Village of North Freedom
 North Freedom Chuck Kratz - Exec Dir Mid Continent Railway Museum
 North Freedom Galen Accola Supervisor - Town of Sumpter
 Plain David Kraemer Edward Kraemer & Sons
 Plain Robert Fredrick President - Village of Plain
 Prairie du Sac Ron Mallon Chamber President
 Prairie du Sac Bill Beach - Administrator Sauk Prairie Memorial Hospital
 Prairie du Sac Milt Laufenberg - President Village of Prairie du Sac
 Prairie du Sac Halsey Sprecher Chair - Town of Prairie du Sac
 Prairie du Sac Jerrald Kindschi Supervisor
 Prairie du Sac Joan Weiss Clerk - Town of Prairie du Sac
 Reedsburg Don Lichte Lichte Insurance Agency Inc
 Reedsburg Lawrence Volz Supervisor - Town of Delton
 Reedsburg Marvin Giebel Chair - Town of Delton
 Reedsburg I. Wayne Farber Mayor - City of Reedsburg
 Reedsburg James Vierbicher Vierbicher Associates
 Reedsburg Eric H Sauey Seats Inc
 Reedsburg Dave Pace President - Pace Industries Inc
 Rock Springs Winthrop Byers Clerk - Village of Rock Springs

Baraboo Patricia Seaberg Clerk - Baraboo City Hall
 Baraboo Gary Wegner CEO - Baraboo Federal Bank
 Baraboo Craig Sauey President - Flambeau Corporation
 Baraboo Steve Muchow - Commissioner Sauk County Highway Department
 Baraboo Tim Miller - Superintendent Devils Lake State Park
 Baraboo Susan Moore - Chamber President Baraboo National Bank
 Baraboo J Thomas McCarty Sauk Co. Admin. Coordinator
 Baraboo David Fordham - Commanders Rep Badger Army Ammunition Plant
 Baraboo Craig Sauey Flambeau Inc
 Baraboo Norman Vleck Chair - Town of Baraboo
 Baraboo Arden Gaffney Supervisor - Town of Baraboo
 Baraboo Milt Risgaard President - Teel Plastics
 Baraboo David Piggott - Exec Dir Sauk County Development Corp
 Baraboo Ron Demars Sauk Co Farmers Union Coop Center
 Baraboo Don And Gloria Larson Larson Chevrolet Cadillac
 Baraboo Merlin Zitzner President - Baraboo National Bank
 Baraboo Greg Parkinson Executive Director Circus World Museum
 Baraboo Ron Cowan
 Lake Delton Kay C Mackesey Clerk - Village of Lake Delton
 Lake Delton Owner/Manager Familyland Amusement & Water Park
 Lavalie Virgil Hartje - Chair Sauk County Board Highway Cmte
 Madison Michael Cass Wis DOT Division of Highways
 Madison Tom Walker Executive Assistant
 Madison Rick Strauss Design Engineer
 Madison Senator Alan Lasee
 Madison Fred R Ross Division of Highways
 Madison Senator Dale Schultz
 Madison Tom Carlson Director - WisDOT Dist. 1
 Madison Jeff Orr Engineer - Ayres Associates
 Madison Representative Eugene Hahn
 Madison Phil Scherer - Exec Dir Transportation Development Assoc.
 Madison Terrance Beuthling Donohue & Associates
 Madison Representative Steve Freese
 Madison Barb Banskberg Public Info Coordinator
 Middleton Dan Ramsey Mayor - City of Middleton
 Middleton Jan Martin - Exec Dir Middleton Chamber of Commerce
 Middleton Don Lund Plant Manager - Graber Industries
 Middleton Julie Brunette Past Pres. - Middleton Chamber
 Middleton Henry Simon Director - Middleton Public Works
 Middleton Duane L. Barmore PDQ Food Stores Inc
 North Freedom Mary Jane Dischler Clerk - Town of Sumpter
 North Freedom Delvin Peetz Chairman - Town of Sumpter
 North Freedom Harold A Dalmann Chairman - Town of Freedom
 North Freedom Oscar Baumgarten President - Village of North Freedom
 Plain Tom Kraemer Kraemer Brothers, Inc
 Plain Matt Kraemer Kraemer Brothers Inc
 Prairie du Sac Carole Lukens Lukens Realty Inc
 Prairie du Sac Terry Collins - Plant Manager Milwaukee Valve Prairie Div.
 Prairie du Sac Dorothy Hamre Clerk - Village of Prairie du Sac
 Prairie du Sac Tom & Joyce Sinkule Hwy 12 Cmte
 Prairie du Sac David Lohr Supervisor - Town of Sumpter
 Prairie du Sac Ronald Lins Supervisor
 Reedsburg Larry Connor - Plant Manager Gerber Products Company
 Reedsburg Eugene Hackbarth Vice Chair - Sauk County Board
 Reedsburg Carolaine Held Clerk - Reedsburg City Hall
 Reedsburg Bill Schorer President - Reedsburg Foods
 Reedsburg Executive Director Reedsburg Chamber of Commerce
 Reedsburg Irwin Brew Newton Up Operations - Grede Foundries Inc
 Reedsburg Bruce Brenner Brenner Litho
 Rock Springs Marvin Holtz President - Village of Rock Springs

SERVICE LIST

Rock Springs Joyce Hartzell Clerk - Town of Freedom
 Sauk City Craig Culver Owner - Culvers Custard
 Sauk City Maurice Schaefer President - Village of Sauk City
 Sauk City Devon Barry CEO - HMO of Wisconsin Insurance Co
 Sauk City Michael Weiss Supervisor - Sauk County Board
 Sauk City Teay Peters - Exec Dir Sauk Prairie Chamber of Commerce
 Sauk City Douglas Shinker Supervisor - Sauk County Board
 Sauk City Vicky Breunig Clerk - Village of Sauk City
 Sauk City Dan Heffron Marquardt Agency
 Sauk City John McFarlane McFarlane Manufacturing
 Sauk City Fran Bierman
 Sun Prairie Michael Blaska Chairman - Dane County Board
 West Baraboo Judy Kaminski Papas Place
 West Baraboo Phil Miles Trustee - Village of West Baraboo
 West Baraboo Scott Alexander Trustee - Village of West Baraboo
 Wisconsin Dells Pete Helland River View Boat Line
 Wisconsin Dells Richard Schauf Mayor - City of Wisconsin Dells
 Wisconsin Dells William Beard Supervisor - Sauk County Board
 Wisconsin Dells Director/Chair Wis Dells Economic Development Cmte
 Wisconsin Dells Dale D. Darling Clerk - City of Wisconsin Dells

Sauk City Mike Boss Mikes Kitchen
 Sauk City Rick Carlson Hardees - Sauk Prairie
 Sauk City Lynn Grotophorst Supervisor - Sauk County Board
 Sauk City Cliff Lyon - Chair Sauk Prairie Hwy 12 Committee
 Sauk City Richard Blackmon Century 21 Valley Realty Inc
 Sauk City James Leystra Supervisor - Sauk County Board
 Sauk City Patty Preston Shutter Shack
 Sauk City Richard Magnuson Administrator - Sauk Prairie Schools
 Sauk City Darlene Ballweg Ballweg Chevrolet
 Sauk City Patricia Preston Shutter Shack
 Stoughton Peter Nelson Supervisor - Dane County Board
 West Baraboo Forrest & Kathy Bushland Campus Inn
 West Baraboo Max Hill President - Village of West Baraboo
 West Baraboo Mary K Stone Clerk - Village of West Baraboo
 Wisconsin Dells Jack Olson Olson Boat Co
 Wisconsin Dells Owner/Manager Riverview Am Park & Water World
 Wisconsin Dells Kelli Gavinski - Exec Dir WI Dells Visitor & Conv. Bureau
 Wisconsin Dells Tom Diehl Tommy Bartlett, Inc
 Wisconsin Dells Manager Wisconsin Dells Greyhound Park
 Wisconsin Dells R Dale Maher President - Village of Lake Delton

LETTER WRITING IDEAS

Address: Transportation Projects Commission, Room 951 Hill Farms,
4802 Sheboygan Avenue, Madison WI 53705

Subject: USH 12 Middleton to Sauk City and USH 12 Ski Hi Road to I90/94

Dear Commission Members,

We strongly support enumeration of the project to improve to four lanes USH 12 Middleton to Sauk. In addition we support starting engineering and environmental study for a project to improve to four lanes USH 12 Ski Hi Road to I90/94.

ENHANCE WISCONSIN'S ECONOMY (40%) 1) Give examples of how an improved highway would help attract new businesses, thus creating new jobs. Include names of businesses and local economic development efforts such as industry park and utility improvements that would be enhanced.

2) Tell how either project will help existing businesses reduce transportation costs thus enabling lower prices that will increase competitiveness in current national and world markets and expand market area. Also name businesses that may reinvest the saved travel costs to expand and create jobs. Factors in travel savings are: travel time, vehicle operating costs and accidents. Candidate projects are judged by these benefits vs the construction and maintenance costs.

3) Mention that the USH 12 is designated as a connector in Corridors 2020 program, name the significant economic and tourism centers it connects.

IMPROVE HIGHWAY SERVICE (20%) Give anecdotes of your experience with traffic density, traffic delay, average speed, geometrics such as hills, curves and the sight line, and percent of no passing. For example: Statistics have been compiled on deaths, disabling injuries and property damage. But there are no statistics on the daily near misses encountered at the crest of a hill or an intersection or curve that lead to hitting the brakes and heading for the shoulder.

Traffic is a varied mix that includes school buses, slow moving farm equipment, cement trucks, and semi trucks (including student driven semis), and tourists who are unfamiliar with the road. As communities along the corridor continue to welcome growth, traffic volume continues to rise, in spite of the inadequate highway. Project will eliminate passing hazards, improve sight distances at hills and curves.

IMPROVE HIGHWAY SAFETY (20%) Accidents on divided four-lanes are half that of two-lane roads. Most important, head-ons, the most deadliest are much fewer. Tell about victims of accidents you know. The price we've paid for years of delay in human loss and suffering. As former State Senator Richard Kreul testified to the TPC in the past, "It's difficult to find anyone in the Sauk Prairie area that has not had a loved one or friend die on Highway 12." Further delay would mean more needless death and injury.

MINIMIZE UNDESIRABLE IMPACTS (10%) Environment and history will be protected, through a minimum loss of production land, wetland mitigation, and protection of plant and wildlife habitat. These engineering facts insure the corridor will remain one of the most scenic drives in state, which will be more enjoyable for being safer.

SERVE COMMUNITY OBJECTIVES (10%) Time for debate is over. Many of us still may not agree fully with every aspect of the project proposed. But we must respect and accept the consensus decision of the citizen study committee and engineers who have analyzed it thoroughly for several years. The alternative is further delay.

Further delay would also drive dollar cost higher. As taxpayers we are entitled to see our fair share of transportation allocation invested to insure safe roads in this area.

1992 PROCESS USED TO DETERMINE THE RELATIVE MERIT OF CANDIDATES FOR ENUMERATION

GOALS	OBJECTIVES	MEASURES	% WEIGHT OF TOTAL PROCESS
40% Enhance Wisconsin's Economy	50% Increase Competitiveness of Existing Business	<ul style="list-style-type: none"> - Impact on Time, Costs, Accidents - Unique Reasons Why Project Will help existing Businesses 	15% 5%
	25% Increase Attractiveness For New Business	<ul style="list-style-type: none"> - Economic Development Potential - Unique Reasons Why Project Will Attract New Businesses 	5% 5%
	25% Complete Corridors 2020 Network	<ul style="list-style-type: none"> - Relationship to Backbone and Connector Tiers of the Corridors 2020 Network 	10%
20% Improve Highway Service	100% Improve Traffic Flow	<ul style="list-style-type: none"> - Current Mobility Impediments 	20%
20% Improve Highway Safety	100% Reduce Accidents	<ul style="list-style-type: none"> - Net Accident Reduction Existing Highway vs Proposed Highway 	20%
10% Minimize Undesirable Impacts	50% Identify Social Problems	<ul style="list-style-type: none"> - Community Disruption - Business Disruption - Fringe Development 	3% 1% 1%
	50% Identify Environmental Problems	<ul style="list-style-type: none"> - Natural Resource - Manmade Resources - Sensory Resources 	3.5% 1% .5%
10% Serve Community Objectives	100% Identify Public Support/ Opposition	<ul style="list-style-type: none"> - Public Hearing Testimony 	10%

Shaded areas will be scored by Evaluation Team

USH 12 PROGRESS NEWSLETTER

Sauk City to Middleton

Vol. 1, No. 1, May 1992

A newsletter published by the Wisconsin Department of Transportation to keep citizens informed about the planning of the USH 12 Improvement

Project I.D. 5300-03-01

Improvement Project Moving Ahead

Determining the location of the proposed USH 12 improvement and studying its impact on the environment are the next steps in the eight-year process to design and rebuild the roadway from Sauk City to Middleton.

A few of the indications of progress are:

- The Wisconsin Department of Transportation (WisDOT) has selected Ayres Associates of Madison, an engineering consulting firm, to provide engineering services for the Location Study and Environmental Impact Statement (EIS).
- Ayres Associates has begun meeting with local, state and federal transportation officials and environmental agencies to involve them in the investigation, which is expected to take three years.
- Field survey crews are beginning their measurements along USH 12, gathering data needed to compare alternative locations. Traffic and environmental specialists are expected along the route in months to come.

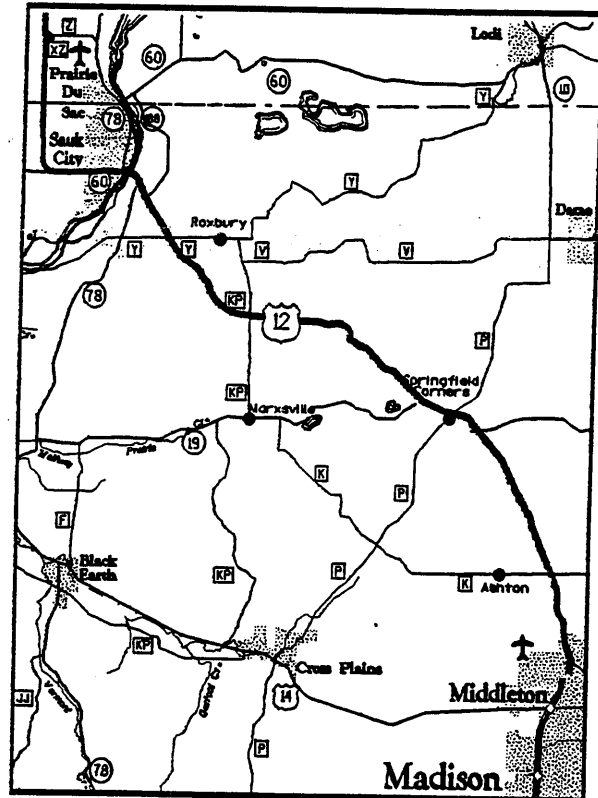
The state Transportation Projects Commission will hold hearings on the merits of USH 12 and other candidate projects to be recommended for enumeration, or approval, by the Legislature in the 1993-1995 state budget. If approved, the project could be built in 1998-2000.

Recommended By Study

The engineering start follows the May 1991 recommendations of the USH 12 Study Committee, a 17-member group which spent more than a year examining alternative solutions to the highway's safety and congestion problems.

The committee identified specific improvement objectives for three unique segments of the highway.

The Sauk City segment extends from the intersection of Phillips Boulevard and Water Street to just south of the Wisconsin River. The recommendation was to modify Phillips Boulevard and the existing signalized intersection to accommodate four lanes of through traffic and to build an additional bridge across the Wisconsin River.



The rural segment includes the length of highway from south of the Wisconsin River to Schneider Road near Middleton. The Committee recommended that USH 12 be reconstructed as a four-lane divided expressway generally along the existing highway corridor. The expressway alternative provides for most public and private access to remain in place.

The Middleton segment continues from north of Middleton to the USH 14 interchange. The recommendation called for the construction of a divided highway approximately 1500 feet west of the current roadway. The existing roadway would remain in place and become a local street.

To help carry out these recommendations, the Department of Transportation and Ayres Associates are looking at several alignment alternatives to determine the specific impacts of the committee's recommendation.



Wisconsin Department of Transportation
District 1, 2101 Wright Street, Madison, WI 53704

AYRES
ASSOCIATES

WHEREAS: The Wisconsin communities between Madison and Wisconsin Dells depend on the USH 12 corridor to attract and retain businesses, and those businesses must transport goods and services efficiently on USH 12 in order to remain competitive, and

WHEREAS: USH 12 between Madison and Wisconsin Dells is designated as a connector corridor in Wisconsin Department of Transportation's Corridors 2020 network, and current traffic volumes on several areas of this corridor exceed the design capacity of the existing two lane roadway, and

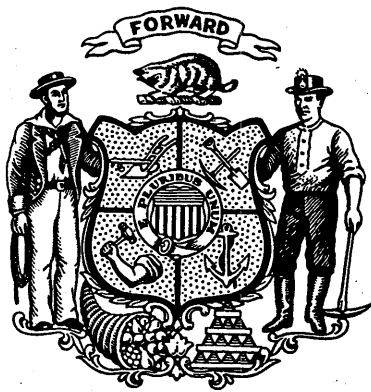
WHEREAS: Accident rates, especially accidents involving fatality and serious injury are unacceptably high on the two lane segments of this corridor and would be significantly reduced with a four lane road, and

WHEREAS: There is a consensus that four lanes are essential to maintain USH 12 as a safe and efficient transportation corridor and a willingness to work with other government units to minimize disruption to residents and businesses and plant and wildlife habitat, now therefore be it

RESOLVED: That we the governing body of _____ favor and support enumeration and expedited completion of USH 12 Middleton to Sauk City improvement project as recommended by the US Highway 12 Study Committee, and be it further

RESOLVED: That we favor and support commencement of studies for a four-lane expressway project on USH 12 from Ski Hi Road to I90/94 on existing alignment as recommended by the Wisconsin Department of Transportation.

END

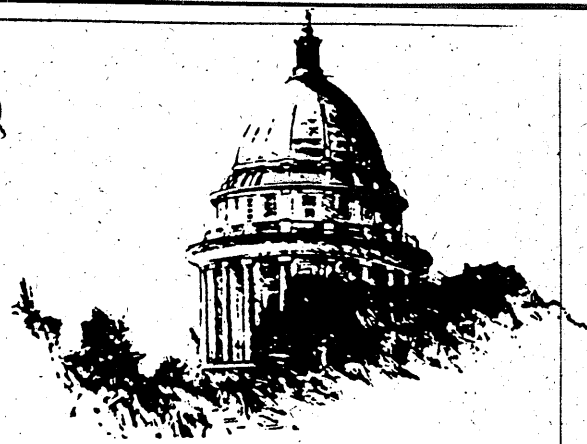


END

Dave Deininger

State Representative
47th Assembly District

DOT file



July 7, 1992

The Honorable David Brandemuehl
Wisconsin State Representative
Room 401 - 100 North Hamilton Street
Madison, WI 53708

RE: State Highway 11 Bypass of Janesville/State Highway 81 Bypass of Beloit

Dear David:

I am writing to wholeheartedly endorse the proposed Highway 11 Bypass of Janesville and the proposed Highway 81 Bypass of Beloit.

State Highways 11 and 81 represent the major east-west transportation artery for southwestern Wisconsin. It is a major shipping route for businesses in Grant, Lafayette, Green and western Rock Counties. The connections in the Janesville-Beloit area to Interstate 90 and Interstate 43 are particularly important, and the present routes from the west side of the two cities to the Interstates unfortunately go through urban and residential areas of each city.

The need for these bypasses is particularly acute since at the present time, there is no viable "long truck" route from the State of Wisconsin into Illinois anywhere east of Dubuque until you get to I-90 at South Beloit. The proposed bypasses will thus resolve traffic congestion problems for both cities, as well as give shippers in my area much more efficient routes to their destinations in Milwaukee, Chicago, and points eastward.

The Rock County Regional Transportation Study Committee spent a great deal of time and effort in studying alternatives for improving the east-west traffic flow through and around Janesville, Beloit and Greater Rock County. Their final recommendations have been endorsed by virtually all of the municipalities and affected businesses throughout the stateline area.

I strongly urge the Major Projects Commission to give prompt approval and timely scheduling to these projects.

Sincerely,

Dave
Dave Deininger

DD/bcm



WAYNE W. WOOD
State Representative
44th Assembly District

COMMITTEE ASSIGNMENTS
Assembly Chair, *Criminal Justice &
Public Safety*
Assembly Vice-Chair, *Ways & Means*
Member, *State Affairs, Securities &
Corporate Policy*

Wisconsin Legislature
Assembly
July 8, 1992

Home:
2429 Rockport Road
Janesville, WI 53545
(608) 752-5485

Office:
112 A West, State Capitol
P.O. Box 8953
Madison, WI 53708
(608) 266-7503

1
Do
file

Representative David Brandemuehl
Room 401 -- 100 North Hamilton Street
Madison, Wisconsin 53702

Dear Representative Brandemuehl: *Dave*

This is to indicate my strong support for the Janesville (Highway 11) and Beloit bypasses that will come before the Transportation Projects Commission for its approval on July 22.

The Janesville bypass has been in the Janesville Area Transportation Plan for over 25 years. Objections have been raised to it in the past, but those objections have been met. Former opponents of the bypass now recognize its necessity. Rock County has one of the highest unemployment rates in the state. This bypass -- along with the proposed Beloit bypass -- are needed to assure that much needed economic development will come to the county, thus lowering its unemployment rate.

In short, the time for discussion and planning for these two bypasses is over. It is now time to build so the economic well-being of the Rock County area will receive a badly needed shot in the arm. I strongly request that the Transportation Projects Commission gives its approval to this agreement, and that the Bypasses be constructed as soon as possible.

Sincerely,

Wayne
WAYNE W. WOOD
State Representative
44th Assembly District